

4. KILMARNOCK STREET TRAFFIC MARKINGS

Officer responsible City Streets Manager	Author Michael Ferigo, DDI 941-8925
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The purpose of this report is to seek Board approval for the upgrading of the traffic markings on the Kilmarnock Street approach to the Straven Road intersection.

BACKGROUND

Kilmarnock Street is a busy arterial road carrying 14,000 vehicles per day. It is one of the oldest established cycle routes and carries some of the highest numbers (over 400) cyclists registered in the cities three-hour peak period counting programme. It also serves several public and tourist bus routes along this section.

Traffic markings were updated last year along the whole length of Kilmarnock Street bar the approach to the Straven Road intersection. This approach was left waiting the redevelopment plans for the intersection. These plans are now at a stage which allows us to plan the integration of the Kilmarnock Street approach.

PROPOSAL (KILMARNOCK STREET –TRAFFIC MANAGEMENT ATTACHED)

The proposed markings will reduce the congestion levels near the Straven Road intersection by re-locating the existing bus stop on the northern side of Kilmarnock Street further from the intersection. The primary reason for this change is to allow us to provide more road space next to the bus stop to cater for the safe passage of traffic. The proposal shifts the bus stop the minimum extra distance possible away from the intersection whilst still being able to create enough space for a cycle lane and vehicle lane. The closer to the intersection the bus stop is located the better it provides for its users.

The proposal also provides upgraded cycle lanes that match current best practice standards used on the remainder of the Street and an advanced cycle stop box at the intersection.

CONSULTATION

The owners of the two properties immediately adjacent to the relocated bus stop (property number 60) and the extension of the no parking restrictions up to it (property number 62) have been informed of the proposal.

The owner at number 62 is in favour of the proposal.

An on site meeting was held with the two owners of property number 60 to discussed the proposal further. The owners object to the placement of a bus stop outside their property on the basis of the increase in noise, specifically the braking noise.

An alternative to explore placing the bus stop one further property along was considered undesirable as it isn't expected that it would reduce the braking noise at number 60 whilst it would place the stop further away from it's premium catchment position of being near the intersection.

CONCLUSION

The Council is committed to improving the use of sustainable transport and trying to make Christchurch the friendliest cycle city, this proposal will help towards achieving these desirable outcomes for the benefit of the wider community.

The proposed markings and bus stop relocation will provide a more efficient and safe passage for all road users and particularly cyclists.

Whilst the property owners at the proposed bus stop relocation site have objected to the extra noise it will generate, the site is considered to be the most optimal in balancing the ideal catchment position with ensuring there is adequate width for all traffic to pass it safely and efficiently.

Staff

- Recommendations:**
1. That the Board approves the proposal to upgrade the road markings on the section of Kilmarnock Street in accordance with the plans.
 2. That the existing bus stop located on the northern side of Kilmarnock Street commencing at a point 39 metres from its intersection with Straven Road and extending in an eastern direction for a distance of 18 metres be removed.
 3. That the stopping of vehicles be prohibited at any time on the northern side of Kilmarnock Street commencing at its intersection with Straven Road and extending in a Eastern direction for a distance of 82 metres.
 4. That a “bus stop” be installed on the northern side of Kilmarnock Street commencing at a point 82 metres from its intersection with Straven Road and extending in an eastern direction for a distance of 13.5 metres.

Chairperson’s

Recommendation: That the Officer’s recommendations be adopted.